



The Fly-By

A Quarterly Newsletter of the
Southwest Region
January, 2011



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The Fly-By is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

Text may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a text file or, if generated in a word processor, saved in .RTF format).

Images must be in JPG format, un-retouched, un-cropped, and at least 1200 by 900 pixels.

Credits: In all cases, please give full grade, name and unit of assignment of

1. The article's author,
2. Photographer, and
3. Any person mentioned in the article.

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Send submissions to the Editor at:

awoodgate@austin.rr.com

Message size limit: 20 MB

News Highlights From Around the Region

The fourth quarter of 2010 at Southwest Region was busy with missions, exercises, inspections, Wreaths Across America, and wings' preparations for the holidays.

To avoid errors or omissions, I've asked each wing PAO to send in a summary of notable events, which are posted below in the order in which they were received. My thanks to all.

Arkansas Wing started the quarter with a bang. October had a major air show at the Little Rock AFB involving elements of the entire wing followed by an Air Force graded mission evaluation (the Wing got an Excellent rating), capped by the Wing conference at which command of the Wing passed from Col. Bucky Britton to Lt. Col. Lewis A. "Doug" Alexander. This quarter also saw the end, due to budgetary concerns, of a major mission in support of the Arkansas Game and Fish Commission's fisheries program involving several hundred flying hours over the last few years, primarily by the 102nd and 115th Composite Squadrons in Russellville and Rogers.

Texas Wing was busy in December with Wreaths Across America at multiple locations (including Houston, the largest in the nation), staged the popular Mountain Flying Exercise at Alpine in October, and presented two Exceptional Service Awards. There were a number of Billy Mitchell Award Ceremonies and promotions. A change of command of Group III was held in December. The Texas Wing staff continues to plan for its new headquarters at Stinson Field, San Antonio.

Louisiana Wing earned an "Excellent" rating received from the U.S. Air Force following their OPS/EVAL. Cadets from three squadrons participated in the Wreaths Across America project. Three Louisiana Wing members attended and two staffed the National Staff College at Maxwell AFB. Cadets participated in Veterans Day parade and assisted in community service projects during the holidays. A Louisiana Wing cadet serves on AFROTC Honor Guard.

Oklahoma Wing, once again in December, participated with Wreaths Across America events both in Oklahoma City and Tulsa. Oklahoma squadrons have participated every year since the event's inception in 2006. Cadets from the Flying Castle Squadron also spent Veteran's Day handing out telephone directories to workers at Tinker AFB. Oklahoma Wing also welcomed a visit from National Headquarters' SAV evaluation team as a "dry run" for next year's evaluation visit. Finally, members paid their last respects to Ludolph "Ludy"

Kuhnell, a longtime member of the Jackson County Composite Squadron in Altus, who died in December.

Arizona Wing's Cadet 2nd Lt. Alexa Solorio was chosen Air Force Association CAP Aerospace Education Cadet of the Year, and Capt. Justin Ogden received the 2010 Distinguished Volunteer Public Benefit Flying Award. The wing hosted the AFRCC Search and Rescue Management Course in October, had a booth with a flight simulator at the Ariz. Science teachers' convention, and assisted with the fourth largest air show in the United States, the Copper State Air Show in Casa Grande, Ariz. This year's sixty-ninth anniversary of the Civil Air Patrol was marked by proclamations from Governor Jan Brewer as well as city councils across Arizona.

New Mexico Wing's Winter Encampment at Kirtland AFB, attended by 65 cadets, included visits to a USAF CV-22 Osprey simulator, the National Atomic Museum, and a ride in a C-130. In November, Wing Conference attendees enjoyed presentations by representatives of National HQ and Southwest Region, the director of the N.M. Aviation Division, and Wing Commander Col. Richard Himebrook. The Albuquerque Heights Composite Squadron was recognized as Squadron of the Year, and WWII Navajo Code Talker Wilfred Billey, a Marine veteran of key Pacific battles, captivated his audience. Despite inclement weather, a late-October SAR Exercise was a success for aircrews and mission-base staff, and also showcased CAP capabilities to several local agencies.

To everyone, our congratulations. 🇺🇸

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Safety is Priority One

Please read the latest issue of The Safety Beacon for timely, seasonal advice at http://members.gocivilairpatrol.com/safety/safety_newsletters.cfm

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: <http://www.capmembers.com/safety/orm.cfm>

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at http://www.capmembers.com/safety/safety_training/orm_training.cfm
- ***Safety is our Number One Priority.***

How to Submit News Items for this Newsletter

▪ ***Which Articles Are Best?***

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

▪ ***Do I Submit Photos?***

Whenever possible, include images with your article. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

▪ ***If You Have Article Ideas or Suggestions***

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to make a comment about the material published here, please feel free to contact the editor: awoodgate@austin.rr.com 🇺🇸



At the graduation banquet, the members of Seminar 1: Ch. (Maj.) Adma Ross, Maj. Arthur E. Woodgate, Lt. Col. David Wilson, Maj. Jay Jerman III, Lt. Col. Carol Blinebury, Maj. David Goude, Lt. Col. John Tucciarone, National Vice Commander Brig. Gen. Charles L. (Chuck) Carr, Maj. James (Patrick) Sedberry, Col. Christopher Hayden, Seminar Advisor Col. Joe Martin, and Maj. Karl Katterjohn.



2010 National Staff College

by Maj. Arthur E. Woodgate, CAP, SWR DPA

MAXWELL AFB, Ala. – In Civil Air Patrol, no school rates higher than National Staff College. Created as the capstone qualification to a CAP senior member's professional development, it is a prerequisite to earning the Gill Robb Wilson Award, a distinction created in 1964 to recognize the leadership and personal development of CAP members who aspire to serve and work at the highest levels of Civil Air Patrol.

Lt. Col. Amos Plante, 2010 National Staff College Director, is also the Louisiana Wing Chief of Staff.

(Photos: Maj. Arthur E. Woodgate)



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The College runs once yearly, and recently has had about 80 students in attendance – but it hasn't always been that way, as the average number of Gill Robb Wilson Awards earned has been slightly over 61 awards per year. For 2010, attendance was slightly lower, at 70 participants.

USAF Col. Bill Ward,
CAP-USAF Commander

Students are assigned to individual Seminars, where they discuss the issues involved, talk about the presentations, and work out solutions to given problems.

They are also expected to work as a group in order to complete a Practicum assignment. A chosen member of the group is charged with presenting the results to the assembled student body.

Resident USAF instructors from Air University, retired Air Force officers, selected Civil Air Patrol leaders, and civilian subject matter experts were assigned to present the material and answer questions from the students. After each presentation, Seminars returned to their assigned room and discussed what had just been taught, trying to apply it to their current assignment.

CAP National Commander
Maj. Gen. Amy S. Courter

The 2010 National Staff College student body consisted of 4 colonels, 24 lieutenants colonel, and 42 majors. The Seminar 1 Leader was Col. Joe Martin, a former Florida Wing commander. Other seminars had equally well-qualified leaders/mentors. Seminar 1 had among its students one colonel, currently serving as the Northeast Region Commander, 3



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lieutenants colonel, and 6 majors. However, as the group learned, the grade alone didn't fully describe the talent and experience each student brought to the group.

Naturally, leadership was a big part of NSC's curriculum. Also discussed in detail were ethics, finance, responsibility, management, federal and state agency relationships, the media, and other subjects of interest to CAP and its volunteer members. Briefings from CAP National Commander Maj. Gen. Amy S. Courter, CAP-USAF Commander Col. William Ward, CAP Executive Director Don Rowland, and CAP National Chief of Staff Col. Russell Chazell presented a clear picture of what CAP is all about, its origins, its present, its needs, and its future.

[Left] At the banquet, CAP National Vice Commander Brig. Gen. Charles (Chuck) Carr and (student) Northeast Region Commander Col. Christopher Hayden.

[Bottom] National Commander Maj. Gen. Amy S. Courter, (student) Georgia Wing Commander Col. Tonya Boylan, and Southeast Region Commander Col. James Rushing.

A fringe benefit of note is the possibility of networking at all levels and creating bonds of friendship and professional interest with CAP members at all levels, across the United States. The value of these contacts is very hard to quantify, as they have the potential for

bearing fruit in future years.

Maxwell AFB – the premier training installation for initial and advanced Air Force officer training, including AFROTC – was filled to capacity. Yet, Air University made room for CAP's NSC and the week-long commitment was soon over. The material taught was very applicable to CAP's needs, and the seminar discussions served to cement the knowledge in a practical way. Under the Seminar Leader's mentoring, the students provided many real-world examples of both good and bad solutions to common problems, as they also offered pertinent knowledge acquired in the military or corporate America.

Every CAP senior member motivated to serve the community, state and nation, and do the right thing, ought to take this course. 🇺🇸





Maj. Robert Beeley, Group IV Commander, Texas Wing, presents a Certificate of Appreciation to WWII CAP Member 2nd Lt. Hettie Currie on her 90th birthday. (Photo: Greg May)

Honoring a WWII CAP Volunteer on Her 90th Birthday

by 1st Lt. David McCollum, CAP, Texas Wing

HOUSTON – When Hettie Currie got her student pilot's certificate in 1942, the times, they were a-changing. Civil Air Patrol (CAP) had just been formed, the nation was still getting used to wartime rationing and, for the most part, women still stayed at home and tended to their families. Few people imagined women could – or even should – fly, but the wartime emergency took precedence over traditional male-female roles.

"My husband was a pilot, and he thought it was very important that I know what to do in case anything happened to him while we were flying in our Porterfield," Currie said. "So, I learned how to fly. I really didn't think it was all that big of a deal. It just made sense for me to do that."

She received her private pilot's license in September of 1945, which was challenging for anyone during wartime, not just women.

"The government wanted to use the small, civilian airplanes to train pilots because it was cheaper than training them in the larger, military aircraft," she remembers. "So it was hard to find airplanes that we could fly." During her training, Currie flew several types of aircraft, among them, the J-3 Cub, Shinn, Tripacer, Cadet, Luscombe and the Porterfield.

At the urgings of her husband – already a Civil Air Patrol member – Currie had brought her aviation skills to CAP, which was then an auxiliary of the Army Air Forces. She had reached the rank of second lieutenant while serving in a Las Cruces, N.M. squadron from 1943-1945. Her duties included scheduling of aircraft for search and rescue training, and cadet training. She also

CIVIL AIR PATROL



Auxiliary of the Army Air Forces

APPOINTMENT OF OFFICER

To all who shall see these presents GREETING:

*Know ye, that reposing special trust and confidence in the
valor, fidelity and patriotism of*

HETTIE A. CURRIE

*I do hereby appoint this member Second Lieutenant
in the CIVIL AIR PATROL by reason of assignment as*

Squadron Staff Officer, Las Cruces Squadron

to rank as such from the 5 day of October 1944

This appointment shall terminate upon relief from this or similar assignment.

*Done at National Headquarters this 5 day of October in the
year of Our Lord one thousand, nine hundred and forty four.*

OFFICIAL

William R. Wilkinson
WILLIAM R. WILKINSON, 1st Lt. AC
Adjutant

Earle L. Johnson
EARLE L. JOHNSON, Col. AC
National Commander.

CAF Form 18-12

RFB-1-3-46-5M

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participated in bombing accuracy practice, dropping small bags filled with flour on a cross or circle marked on the ground.

[Left] Hettie Currie's appointment as a Civil Air Patrol 2nd Lieutenant.

[Below] Hettie Currie's Pilot's License.
(Photos: Maj. Bob Beeley)

"We would fly out into the desert and drop those flour bombs to practice, in case they called us for coastal submarine patrols," said Currie. "We were ready, but they never called on us," she said with a laugh. "It was fun, and we thought we were pretty good at it."

Belying her 90 years, Currie remains spry and full of memories, though some of the names and dates have become blurred with the passing of time. "I have forgotten so much, I didn't have any idea that I would need to have a record of what I was doing. I didn't keep any notes, but I do have a copy of being appointed a 2nd Lt. in CAP", she said.

CAP Maj. Robert Beeley, commander of Texas Wing's Group IV, presented Currie with a Certificate of Appreciation for her service in the '40s.

Currie's CAP service during WWII mirrors that of many others. What she and her fellow CAP members did during the war is why a bill has been introduced in the U.S. Senate. If passed, a Congressional Gold Medal would be awarded to recognize Civil Air Patrol's (CAP) World War II members who provided, as civilian volunteers using their own aircraft, extraordinary public and combat emergency services during a critical time of need for the nation.

<p>Form ACA 935</p> <p>DEPARTMENT OF COMMERCE</p> <p>CIVIL AERONAUTICS ADMINISTRATION</p> <p>WASHINGTON</p>		<p>Signature <i>Earle L. Johnson</i></p> <p>U. S. GOVERNMENT PRINTING OFFICE 16-35483-1</p> <p>321 1/2 WEST VAN PATTON, LAS CRUCES, N. MEX.</p>		<p>Signature <i>Robert Beeley</i></p> <p>Civil Aeronautics Representative.</p>		<p>Signature <i>Robert Beeley</i></p> <p>Fingerprinting Officer.</p>		<p>18 miles from HENDERSON, TEXAS</p> <p>Place of birth</p> <p>Date of birth</p> <p>Color eyes BLUE hair BRN</p> <p>Weight 114 lbs. Ht. 5 ft 4 in.</p>		<p>FINGERPRINTS—RIGHT HAND</p>	
<p>Signature <i>Hettie Currie</i></p> <p>321 1/2 WEST VAN PATTON, LAS CRUCES, N. MEX.</p>		<p>Signature <i>Hettie Currie</i></p> <p>Civil Aeronautics Representative.</p>		<p>Signature <i>Hettie Currie</i></p> <p>Fingerprinting Officer.</p>		<p>18 miles from HENDERSON, TEXAS</p> <p>Place of birth</p> <p>Date of birth</p> <p>Color eyes BLUE hair BRN</p> <p>Weight 114 lbs. Ht. 5 ft 4 in.</p>		<p>FINGERPRINTS—RIGHT HAND</p>		<p>FINGERPRINTS—LEFT HAND</p>	
<p>Signature <i>Hettie Currie</i></p> <p>Civil Aeronautics Representative.</p>		<p>Signature <i>Hettie Currie</i></p> <p>Fingerprinting Officer.</p>		<p>18 miles from HENDERSON, TEXAS</p> <p>Place of birth</p> <p>Date of birth</p> <p>Color eyes BLUE hair BRN</p> <p>Weight 114 lbs. Ht. 5 ft 4 in.</p>		<p>FINGERPRINTS—RIGHT HAND</p>		<p>FINGERPRINTS—LEFT HAND</p>		<p>FINGERPRINTS—THUMB</p>	

This certificate is not valid after
VALID UNTIL RECALLED


At that time, at the oil industry's urging, CAP was tasked by the Army to start an anti-submarine coastal patrol off the Atlantic and Gulf coasts, patrolling the sea lanes where 52 tankers had been sunk already.

They conducted patrols out to 100 miles off-shore, generally with two aircraft flying as a pair, in aircraft often equipped with only a compass for navigation and a single (and highly unreliable) radio for communication. CAP operations were conducted in bad as well as good weather, often when the military was unable to fly, and in all seasons including the winter when ditching an aircraft in the cold sea waters would likely mean certain death on very short notice.

When it became apparent that there were opportunities for CAP pilots to attack submarines, CAP aircraft were equipped with 50, 100 and 325 pound bombs or depth charges. Arming CAP aircraft dramatically changed the mission of these civilian aircrews to a combat role, and resulted in more than 57 attacks on enemy submarines, with two confirmed sunk.

CAP flew 24 million miles over 18 months, reporting 173 submarines and finding 325 attack survivors. CAP's submarine patrols came at a high cost to CAP members, with 26 fatalities, 7 serious injuries, and 90 aircraft lost.

In the years following WWII, having established itself as a vital wartime service to the military, states and communities nationwide, CAP continued to distinguish itself by performing a wide range of missions including search and rescue, border patrol, forest fire patrol, target towing, courier flights and many other missions. During WWII, CAP aircrews flew a total of about 750,000 hours, often risking death. Due to an exceptional emphasis on safety, discipline and organization, by the end of the war only 64 CAP members had died in service, with a loss of only 150 aircraft.

The service that Currie and her fellow members of the Greatest Generation provided to the fledgling CAP and the country during that time truly reflects today's CAP motto, "Citizens Serving Communities, Above and Beyond." 

Hettie Currie's book of memories. (Photo: Maj. Bob Beeley)





KITTY HAWK, N.C. – The Wright Flyer's first flight on Dec. 17, 1903. Orville Wright lies prone at the controls, while his brother Wilbur stands on the sand, after having run alongside the Flyer helping stabilize it as it raced on its skids. Notice the intentional reverse [dihedral](#) wing design. (Photo: John T. Daniels.)

On the 107th Anniversary of the Wright Brothers' First Flight

by Maj. Arthur E. Woodgate, CAP, SWR DPA

DRIPPING SPRINGS, Texas – Two brothers, sons of a clergyman, one a high school graduate who never picked up his diploma, and the younger one a high school dropout. The older one had intended to attend Yale University, but never went; the younger one was once expelled from elementary school for mischief-making. The guidance counselors of their day must have concluded that these two brothers would never amount to much. Wilbur and Orville Wright defied these odds – spectacularly.

The Wright brothers, who never married, went into business together at an early age. They founded and operated a printing press on which they ran a small newspaper, repaired and built bicycles, and became fascinated by flight. At the end of the 19th century, their intense interest was beset by "the flying problem." Early gliders would launch off a mountain or cliff, fly about for a while, then seemingly capriciously crash. As a rule, the pilot did not survive.

Would-be airplane builders of the day recognized that the issue was one of flight control, but couldn't figure out how to solve it. Some sought to counteract it by using more powerful engines, but until the Wright brothers made it work, none had succeeded. Before becoming "airplanes," these early models had been called "flying machines," though they couldn't really fly without crashing.

By the age of 32, Wilbur had observed that birds changed the shape and positioning of their wings as they maintained controlled flight. This led him to believe that their controlled flight was a

consequence of the wings' changes, rather than the other way around. His conclusion was the basis for the Wright brothers' invention of selective wing warping, key to their quest to achieve controlled flight. That a high school graduate with the help of a high school dropout could get this far is extraordinary, as these were self-taught experimenters and, yes, scientists.

Preliminary testing of their airframe had been promising, but it hadn't yielded a magic formula for instant success. More changes had been needed, but the brothers couldn't find a clear theoretical solution. Only trial and error remained open to them, and that would take time... and money. Being short of funds, they decided to use a wind tunnel similar to that invented by the English engineer [Francis Herbert Wenham](#). With it, they would study the effect of changing a wing's aspect ratio, camber, and warping, as they strove to achieve stable and controlled flight. Their studies resulted in the creation of their glider prototype of 1900, first flown as a weighted kite at Kitty Hawk, N.C. As they perfected the airframe, and gained confidence in their design, they added a small engine.

Thus, on Dec. 17, 1903, the Wright Flyer first flew with Orville at the controls. It had taken off under its own power, traveled in the air, and landed without mishap: a controlled flight.

History tells us that Wilbur had been the moving force behind the creation and development of the Wright Flyer. Also, it is obvious that the brothers were fully aware of the historical importance of this first flight, should it succeed as they hoped. In expectation of good news, they had made sure that witnesses would be present for the occasion, one of whom, [John T. Daniels](#), took the famous photograph using Orville's pre-positioned camera.

It is noteworthy that Orville, the younger member of the team, was at the controls on that first leap into the air (and history), as the Flyer progressed under the pilot's control. We don't know whether the brothers flipped a coin to decide this, or Wilbur stepped aside to let his brother take the limelight. We do know that Wilbur had always been very protective of his brother, who was four years his junior.

We also know that their names are tightly bound in their effort, a solid team at all times. During their pioneering work, they shared in it fully: the first tentative steps, the disappointments, the gradual progress, and their eventual triumph.

The principles they identified and set down, and the solutions they worked out to overcome "the flying problem" are with us today, as all fixed-wing aircraft incorporate them in their design. Size and performance matter little. Whether it's an ultra-light, an aerobatic sport plane, a corporate jet, or a supersonic jet fighter, they all work on the same principles hit upon by the Wright brothers.

Wilbur died relatively young of typhoid fever, at age 45. Orville lived until 1948, having traversed the world's transformation from a horse-and-buggy culture to one of transatlantic air travel as a commonplace; he was 78 at his death. Orville's life had been rich in honors and recognition, and a year before his death he had known that Chuck Yeager had broken the sound barrier at the controls of a Bell X-1.

That historic first flight of the Wright Flyer was impressive at the time, as no one had been able to manage it before the Wright brothers. Today, it seems like such a humble beginning. The Flyer had risen to an altitude of 10 ft. and covered 120 ft. over the ground before landing. Many writers have remarked that this distance is about half that of most modern airliners' wingspan.

As measurements go, the Wright Flyer's speed was 6.8 mph, yet it led to the birth of an era, multiple industries, dramatically different military tactics, and a transportation revolution. From today's vantage point, the flight had been so short that we wouldn't consider it even a "hop." However, had it not taken place, our world wouldn't have been the same.

On July 20, 1969, less than 66 years after the Wright Flyer's first flight, Astronaut Neil Armstrong set his foot on the moon. 🇺🇸



(L-R) Southwest Region Chief of Staff Lt. Col. Larry Mattiello, Director of Public Affairs and Organizational Excellence Maj. Arthur E. Woodgate, and Region Commander Col. Joseph Jensen. Maj. Woodgate was recognized for having earned the Gill Robb Wilson Award, marking his having achieved the highest level of professional development available to Civil Air Patrol senior members. (Photo: Maj. Harriet Smith)

Southwest Region Holiday Party

by Maj. Arthur E. Woodgate, CAP, SWR DPA

FORT WORTH, Texas – On Dec. 11, 2010, Southwest Region held a staff meeting at the NAS Joint Reserve Base Fort Worth. Upon adjourning, it continued as a holiday luncheon party at the local The Olive Garden restaurant.

Numerous awards were presented, recognizing region staff member's support of member wings and their excellent work at the Region and National Headquarters level. In some cases, multiple awards were presented. 🇺🇸



Arkansas Wing Participates in Wreaths Across America Events

by Maj. Blake Sasse, CAP, Arkansas Wing

LITTLE ROCK, Ark. – On Dec. 11, 2010, members of the CAP squadrons in Fayetteville, Fort Smith, Jonesboro, and Little Rock participated in Wreaths Across America ceremonies in their respective cities.





On Saturday morning, four cadets and one senior member from the 83rd Composite Squadron attended the program at the Fort Smith National Cemetery. The members helped place around 12,000 wreaths in less than two hours. While waiting for the memorial service to begin, the cadets had the chance to walk around the cemetery and learn some of its history.

At the Fayetteville National Cemetery, 24 cadets provided an honor guard color detail, an honor guard service flag detail, an honor guard wreath detail that laid a wreath in remembrance of each branch of service, the Merchant Marine and the POW/MIA, and five greeters who handed out programs, stickers, and lapel pins. A senior member from the squadron, Maj. David Myers, was the Master of Ceremonies, two senior members provided photographic support, another

senior member provided transportation for cadets, and eight other senior members were present to show their respect. Congressman-Elect Steve Womack was the speaker. The Rogers American Legion Post 100 provided a rifle salute.




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Other guests were Fayetteville Mayor Lioneld Jordan, Army representative Staff Sgt. Genaru, Navy recruiter Petty Officer First Class Brewster, Marine representative Specialist Spear, Air Force representative Arm Hastings, and VFW representative Gary Wellesly, Post 3031, honoring all those whose last known status is Prisoner of War or Missing in Action. Patrick Simmons with Wal-Mart Transportation Division closed the ceremony with a few words of gratitude from Wal-Mart Corporation that, for the third year in a row, has provided a wreath for every head stone in the cemetery.

In Jonesboro, the 120th Composite Squadron led the ceremony at Oaklawn Cemetery along with representatives of the Daughters of the American Revolution, American Legion, and the Armed Forces. After Capt. Marilyn Suprock opened the ceremony, Mr. Marvin Jumper, of the American Legion, led the guests in the Pledge of Allegiance and Mr. Max Alexander, their chaplain, said a prayer. Following the placement of the ceremonial wreaths, the family of Homer Talley, a veteran of WWII, Korea, and Vietnam,

placed an additional wreath on his grave.

As part of Wreaths Across America, a nationwide program to honor our veterans, 42nd Composite Squadron cadets placed wreaths representing the five Armed Forces, the U.S. Merchant Marine, and POW/MIAs at the Little Rock National Cemetery. The ceremonies are inspired by the 18-year tradition of placing wreaths donated by Worcester Wreath Company at graves at Arlington National Cemetery. In 2010, it took place at more than 430 national and state veteran cemeteries and monuments across the United States. The 42nd Composite Squadron's cadets marked their 4th year of presenting the wreaths and honoring the veterans at the Little Rock Cemetery ceremony. 



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Wreaths Across America Ceremony at Oklahoma Veterans Cemetery

*by S.M. Richard Stocke, CAP,
Oklahoma Wing*

OKLAHOMA CITY, Okla. – On Dec. 11, 2010, the Edmond Composite Squadron, the Daughters of the American Revolution, and 2nd Lt. Chris Dare from the 113th Composite Squadron participated in the Oklahoma City Wreaths Across America ceremony held at the Oklahoma Veterans Cemetery.

The squadron cadets provided the Color Guard, as well as a cadet detail that assisted with the laying of Remembrance Wreaths for the 67 veterans buried at the cemetery.

The same as last year, the squadron's cadet commander, Cadet Lt. Col. Piper Morgan, served as the narrator for the ceremony. Cadet Chief Master Sgt. Chandler Morgan, Cadet Tech Sgt. Caleb Ritchie, Cadet Capt. Eric S Kyle, and Cadet Lt. Col. John M Huston served on the Color Guard.

The Wreaths Across America program honors all veterans in remembrance of their sacrifices.

Squadron Commander Lt. Col. Raul Gonzalez volunteered to escort the Daughters of the American Revolution representative in placing the Wreath for all Prisoners Of War and those still listed as Missing In Action.

The ceremony started at 11:00 a.m., synchronized with the ceremony conducted at Arlington National Cemetery. Similar Wreath-laying ceremonies were conducted in National and State veterans cemeteries and monuments throughout the United States and overseas.

Special thanks to 2nd Lt. Chris Dare for serving as this year's coordinator for the ceremony. 🇺🇸





(Photos: 1st Lt. David McCollum)

Wreaths Across America at the Houston National Cemetery

by 1st Lt. David McCollum, CAP, Texas Wing

HOUSTON – On Dec. 11, 2010, warm, sunny skies and a stiff breeze greeted more than 100 cadets and senior members from Group IV, Texas Wing who joined more than 15,000 other volunteers at the Houston National Cemetery. The occasion was this year's Wreaths Across America project.

In what proved to be the largest wreath-laying in the country – more than triple the size of any other –, volunteers placed more than 26,000 wreaths on the final resting places of those who have served our nation. The Houston event has steadily grown in size since it first began in 2008 with 14,000 wreaths.

Among the CAP participants, the unanimous feeling was that this was an important way to spend the day.

Cadet Airman 1st Class Jacob Robertson said that he was glad to be there. "It's important to pay tribute to these veterans," he remarked.

CAP Capt. Priscilla Boren was among those with a personal connection to the event. "My former husband – a marine – is buried at Arlington," she said. "I couldn't be there, so it was very



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important for me to be here to show my respect and appreciation for what he and others have sacrificed."

One of the cadets was able to locate the grave of Medal of Honor winner U.S. Army Staff Sgt. Marcario Garcia, who had been presented the medal for his heroic actions in World War II. The middle school that Cadet Airman Basic Roberts attends has been named in Garcia's honor.

Many veterans were in attendance, and they were impressed by what they saw, the sheer number of young people placing wreaths on the gravesites, and their attitude. "It's important

that these youngsters are here," said Army veteran Danny Martinez. "It gives me hope for our future that so many young people have come here to honor these heroes."

CAP Lt. Col. Ben Sundet – an Air Force veteran himself – echoed Martinez' sentiments. "These young people are our future, and they need to get a glimpse of the past in order to prepare themselves for what lies ahead."

With representatives from nine southeast Texas Wing squadrons participating, the actual laying of wreaths went very quickly. That left time for reflection, and a chance for all to express their appreciation to the living veterans for their service, as they honored the fallen ones.

As one Korean War-era veteran said, "It still hurts to remember the ones who didn't make it back." 🇺🇸





(Photo: Capt. Glenn Shellhouse)

Marauder Composite Squadron Cadets Honor Veterans

by Capt. Glenn Shellhouse, CAP, Texas Wing

HOUSTON – Cadets from the Marauder Composite Squadron, Texas Wing honored fallen veterans in a wreath-laying ceremony held at the Houston National Cemetery on Saturday, Dec. 11, 2010. More than 100 cadets and adult senior members joined with other community volunteers to place wreaths on the graves of over 26,000 veterans.

Throughout the cemetery, cadets knelt reverently to place each wreath, then rose to attention to render a slow hand salute, honoring the veteran. Many cadets then paused to read the name engraved on the headstone and offer a prayer or observe a moment of silence.

“During the holidays we all look forward to spending time with our families, but it is also a fitting time to take a moment to remember those who served,” observed Cadet Chief Master Sgt. Christopher Williams, a freshman at Kingwood Park High School.

“This is a learning experience for our cadets, a chance for them to connect with their heritage at a deeper level,” noted Cadet Lt. Col. Daniel Shellhouse, a junior at Kingwood High School. “Laying a wreath is a moving experience, it makes you reflect on the service and sacrifice that these veterans did for us.”

Williams and Shellhouse are members of the Kingwood-based Marauder Composite Squadron, and both served as cadet project officers to organize their unit’s participation in the event.

The wreath laying event is part of a nationwide effort sponsored by Wreaths Across America, a non-profit organization. Each year, on the second Saturday in December, volunteers gather to decorate the graves of fallen veterans. 🇺🇸



(L-R) 2nd Lt. Lydia C. Pike, Cadet Staff Sgt. Nicholas Delbast, Cadet Airman 1st Class A. Claire Gaudin, Cadet Airman 1st Class Matthew Kallenberger, Cadet Airman Mason Rome, Cadet Tech Sgt. David Kelley and Cadet Tech Sgt. Gage Tressitt. (Photo: Unidentified member of the Women Veterans Organization)

Louisiana Wing Cadets Honor Veterans

by Maj. Michael James, CAP, Louisiana Wing

PORT HUDSON, La. – Participating Louisiana Wing squadrons were among over 200 Civil Air Patrol squadrons across the nation that placed wreaths on veterans' headstones as part of the Wreaths Across America observance on Dec. 11, 2010. Cadets and senior members from Ascension Parish Composite Squadron, Capitol City Composite Squadron and Hammond Composite Squadron gathered at the Port Hudson National Cemetery to participate in the event.

Wreaths Across America is a nonprofit organization that during the holiday season recognizes the courage and sacrifices of U.S. veterans by placing wreaths on the graves of the fallen.

"Our mission is to remember the fallen, honor those who have served, and teach our children the value of freedom," said Karen Worchester, executive director of Wreaths Across America. "Thousands of CAP members participate each year to help us do just that. With CAP's help, this project has continued to see remarkable growth."

Port Hudson National Cemetery is located about 20 miles north of Baton Rouge, on the site where Union and Confederate forces fought during the costly siege of Port Hudson in the summer of 1863. Nearly 4,000 Union troops were killed and almost all were buried in the cemetery; only 600 were known. Approximately 500 Confederate soldiers died during the battle and were buried in the trenches where they had fallen.

The present grounds were first used as a cemetery in 1863, after the siege ended. In 1866, the federal government appropriated 8.4 acres and declared the site a national cemetery. The battlefield at Port Hudson may be the only naturally preserved Civil War background extant. The breastworks, gun pits, and trenches remain today as they had been during the battle. 🇺🇸



Cadet Airman Fox salutes the grave of her aunt's teacher, 1st Lt. Marcella Rae Dekker. (Photo: Lt. Col. Jay T. Tourtel)

Honoring Our Veterans

by Cadet Airman Juana Fox, CAP, New Mexico Wing

SANTA FE, N.M. – “Wreaths Across America” is a way to say “thank you” to the veterans who died while protecting our country, and for all the things we get to do as people of this country. For example, public school is free in the United States. In my native Guatemala, public school costs money. Students have to buy all their pencils and school supplies and they have to buy and wear the school uniform. Our veterans fight to protect our country and our right to go to free schools. They protect our right to believe in God or to not believe in God. Our veterans help make us free.

When Albuquerque Heights “Spirit” Composite Squadron sells wreaths, we get a small reward to do things during the year. Last year, our squadron used the money we earned to go to Washington, D.C. In December of each year, we lay the wreaths at the veterans' graves at the national cemetery in Santa Fe. When a cadet places the wreath, the cadet salutes slowly – as slowly as possible – to show the highest respect to the veteran. The squadron's goal is to sell a lot of wreaths and earn some money, but more important, to make sure that every veteran gets a wreath.

It is easy to sell wreaths. One way is to do public selling at places like Wal-Mart. I did this last November. Another way to sell wreaths is by e-mail. All you have to do is send an e-mail to your friends and family around the country and the world. Explain what “Wreaths Across America” means, and give them a link so they can send donations online. Anyone who orders online can pick our squadron off a list, and our squadron gets a small part of the money. This is easy to do, but the best way is to talk to people you know.

All cadets should help in the “Wreaths Across America” event. Our squadron does this every year. It is a great thing to do! 🇺🇸

Arkansas Wing Change of Command Ceremony

*by Maj. Blake Sasse,
CAP, Arkansas Wing*

LITTLE ROCK, Ark. –
On Nov. 1, 2010, at the
Arkansas Wing Annual
Conference and
Banquet, at a ceremony
presided by Southwest
Region Vice
Commander (East) Col.
André Davis, Lt. Col.
Lewis A. “Doug”
Alexander accepted
command of Arkansas
Wing. As part of the
ceremony, Alexander



was promoted to the CAP grade of
Colonel.

A Civil Air Patrol member since 1995,
the new commander served in the U.S. Air
Force during the Vietnam War. In his CAP
career, he has distinguished himself as a
unit commander, pilot and operations
section chief.

Departing Wing Commander Col.
Robert B. “Bucky” Britton, who served in
that position for over four years,
congratulated the new commander and
offered him his full support. 🇺🇸

Salute to a New Mexico Wing Member

*by Lt Col Jay T. Tourtel,
CAP, New Mexico Wing*

ALBUQUERQUE, N.M. –

In December, our squadron's newsletter started a new feature: Senior Member of the Month. Our first Senior Member of the Month for December was our own squadron commander, Lt. Col. Beverly A. Vito.

Lt. Col. Vito has been an active member of CAP for 35 years. She joined CAP in December 1964, just as the current cadet program was being implemented. (Her outgoing cadet commander was none other than our current wing commander, Col. Richard F. Himebrook.) As a cadet she held the positions of

cadet academic sergeant, cadet executive officer, cadet supply officer, cadet commander (twice), cadet group administrative officer, cadet wing administrative officer, and cadet public affairs officer.

She remained a cadet until March 1972, and then transitioned into the senior member program. She married in 1973 and kept her membership until 1975, when she let it expire. She rejoined CAP in 1986, and marked 35 years of active service this month.

She is a recipient of the General Carl A. Spaatz award, the highest that a cadet can earn, and also the hardest to get – the second cadet from New Mexico wing to receive the Spaatz. When asked what inspired her to work for the Spaatz Award, she said, "Gwen Sawyer," her cadet commander and role model, who was the first New Mexico Wing cadet to receive the Spaatz Award, who holds Spaatz Award number 8. "She was always encouraging the cadets to do their best, so when she got her Spaatz, I decided to get mine, too."

What has getting the Spaatz Award meant to her? A sense of accomplishment, a can-do attitude, and self-confidence. "It cemented my love for Civil Air Patrol; that's one of the reasons I'm still here," she said.

How has the Spaatz Award changed her life? By giving her the self-confidence to proceed in the face of difficulty. "Whenever I did have to face some difficult situations in my life, I think of how I earned the award against all odds. If I did it once, I can do it again."

As a senior member, she says that the Spaatz Award "has inspired me to try new things."

One of those things has been to be the founding commander of her squadron, a position she held from July 2005 until January 2006. She stepped down as commander, then resumed the position in March 2008, when then-squadron commander (now wing vice commander) Lt. Col. Mark E. Smith relinquished command of the squadron. She has since come full circle, having completed the requirements for the Gill Robb Wilson Award, the highest professional development senior award in CAP. 🇺🇸



Springdale Mayor Dough Sprouse presented Cadet Col. Jeffrey VerHoeven with his General Carl A. Spaatz Award Certificate. (Photos: Capt. John D. VerHoeven, CAP)

Arkansas Wing's Latest Spaatz Cadet

by Maj. Arthur E. Woodgate, CAP, SWR DPA

SPRINGDALE, Ark. – On Dec. 7, 2010, Cadet Col. Jeffrey VerHoeven received the Civil Air Patrol's (CAP) General Carl A. Spaatz Award during the 115th Composite Squadron's annual awards banquet. The award is the most prestigious in the CAP cadet program. Springdale Mayor Doug Sprouse made the presentation. Cadet VerHoeven is only the 18th Arkansas Wing cadet to earn the award since its inception in 1964.

Cadet VerHoeven, who is home schooled, was introduced to the Civil Air Patrol by growing up in a CAP family where his father and older brother (by 8 years) were active members in the same squadron. Predictably, he joined their squadron as soon as he turned 12.



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Determined to do well, he applied himself to the studies and practice required for progression in the CAP cadet program, promoting steadily as soon as he was eligible to take each test. As a result, he earned his Spaatz Award at age 16.

What is his favorite CAP activity? "Emergency Services is what I like best," he says. "I've been in two live missions, one a missing person search and the other one an Emergency Locator Transmitter (ELT). We didn't find the missing person, but we did locate the ELT, which was due to a hard landing. We turned it off." Cadet VerHoeven is a Ground Team Member Level 1, which is the highest he can go until he turns 18 and can become a Ground Team Leader.

What impacted him the most as a CAP member? "Without a question, leadership made the most impact in me. My first step forward came when as a Cadet Senior Airman I received my first leadership assignment as a flight sergeant. Since then, I have held several cadet leadership positions in my squadron, including Cadet Commander. I am currently the Cadet Executive Officer."

How does he see himself as a cadet leader? "Mentoring and

adhering to standards is the CAP cadet leader's most important job. Helping others develop and gain self-confidence – as they understand their duties and responsibilities – prepares them to progress in the CAP cadet program. In fact, what we are doing is preparing others to replace us and help them be better than we were ourselves."

Has he been involved at the Arkansas Wing level? "I joined the Cadet Advisory Council (CAC) last year, first as my squadron's representative, then as the Wing Vice-Chair, and now I am the Chair for 2010-2011. It is a great program that has helped me tremendously in working with others in similar positions. Those contacts helped make my job easier as the commander of the Cadet Standards and Evaluation Team at the 2009 Encampment and as the 2010 Encampment Cadet Commander."

Overall, what does he see as CAP's greatest benefit to him? "It has taught me valuable leadership skills, how to manage cadets, and how to help them progress within the cadet

program. I've had to counsel many cadets and guide them in a path that would be appropriate for them, while making sure they follow the rules. Overall, perhaps the greatest benefit has been learning how to work well under pressure."

Has CAP helped him develop in any special way? "It sure has. CAP has taught me responsibility, self-discipline, and leadership skills. It has also developed my understanding of the importance of learning and following rules."

What are his hopes for the future? "I intend to enroll in a Christian college, as I'll graduate from high school next spring. I have yet to choose a major."

Does he have any advice for young people who might want to join CAP? "Yes, I do. Pay attention to the training and apply yourself to learning the leadership lessons. CAP offers all cadets practical training and the opportunities to exercise those skills. CAP fosters personal growth and motivation. It is a great chance to be around others your own age, learn to lead, and practice your emerging leadership talents."

Cadet VerHoeven's resume is an impressively long list of accomplishments, far longer and richer than anyone would expect from someone so young. He has earned many awards, not only in CAP, but also in community volunteer organizations. He is very active in his church, where he has served as the media systems operator for four years.

He is CERT qualified and became a certified Red Cross Jr. Lifeguard at the age of 10, an achievement that pointed to his future interest in emergency services. Cadet VerHoeven has worked as a lifeguard at the local aquatic center and is currently employed as a swim team coach, swim instructor, and lifeguard at a local athletic club. He has a keen interest in music (guitar and piano), photography, outdoor sports, bicycling, aviation, and law enforcement and tactical techniques. To all appearances, he'll go far. 🇺🇸

(Below) Cadet Jeffrey VerHoeven helps a young visitor to the Benton County Emergency Preparedness Fair try on part of his ground team gear.





Arizona's Copperstate Regional EAA Fly-In

by Capt. Jonathon Nelson, CAP, Arizona Wing

CASA GRANDE, Ariz. – In any given year, Civil Air Patrol (CAP) Arizona Wing members participate in air shows at airports throughout the state. Members support the Luke Days Air Show, and air shows at municipal airports across the state. One of the biggest is the Copperstate Regional EAA Fly-In. Aircraft of all types and sizes, some smaller than a 2-seat sports car and some dating back to before WWII, come to Casa Grande every October for three days of flying fun. Also every year, Arizona Wing turns out in force to lend a hand, starting on the day before the show starts.

This year's Copperstate Fly-In, on Oct. 21-23, 2010, was no exception, as cadets and senior members from as far away as Lake Havasu came to Casa Grande to help. Other members traveled from Scottsdale, Paradise Valley, and Mesa in order to support the air show.





st Region, January 2011

The local Casa Grande Composite Squadron, one of the wing's newest, also sent members. Some 35 cadets and senior members came to spend the night or just the day. Besides the CAP members, the Casa Grande Marine Corps JROTC platoon deployed around 20 members.

Cadets from the two organizations worked together in teams of three or four. This year, the joint CAP-MCJROTC detail was assigned to crowd control duties for helicopter operations and parking area control. The group also operated an overnight security detail as well as a CAP recruiting and information kiosk. Fly-In

officials thanked the group for their professionalism and courtesy. "We are grateful for your presence," they said.

CAP leadership established good relations with the air show's managers, as Cadet 2nd Lt. Jacqueline Andrieu (one of the cadet project officers) commented, "They went out of their way to help us [CAP]."

This year's Copperstate Fly-In ran free of incident. Partially, this was credited to Arizona Wing and the cadets of the Marine Corps JROTC platoon.

The CAP lead project officer, 1st Lt. Leila DeMaree, ran an excellent operation. Cadet Andrieu, Cadet Staff Sgt. Lawrence Short (the radio operator, on whose initiative the JROTC platoon's attendance had been arranged), and 1st Lt. Robert Rice were key persons in the mission's success. 🇺🇸





AFRCC Brings Course to Arizona Wing

by 1st Lt. Terri Anderson, CAP, Arizona Wing

DEER VALLEY, Ariz. – On Oct 30-31, 2010, members of the Arizona Wing, Civil Air Patrol, were delighted to host the Air Force Rescue Coordination Center Search and Rescue Management Course. Instructors Dan Conley and Staff Sgt. Cody Bennett from Tyndall AFB, Fla., presented the two-day basic course to thirty five students at the Deer Valley Airport. There were thirty students from all over the Arizona Wing and five personnel representing the offices of Maricopa County, Pinal County and Coconino Sheriff.

After a brief overview of the AFRCC and their mission and resources, Mr. Conley presented an overview of the Incident Command System, Investigative Clues, Family Liaisons, and Mission Operations. When legal aspects were taught, there was important input from the law enforcement officers present. Other sections touched on Public Affairs Officers and their important role, ending with actual search techniques. After a full day of instruction, the students were prepared for the tabletop exercise that would start on the following day.

On Saturday, the class had divided into six groups, and on Sunday Mr. Conley and Staff Sgt. Bennett got the class started on the exercise that had been taken from actual missions in the AFRCC files. This tabletop exercise took most of the day to complete.

Both Conley and Bennett remarked that they had never had a class that “dove into the exercise so completely, without any help.” They were pleasantly surprised at how efficiently the groups handled the scenario and drove it to completion. Almost all the groups had a Deputy Sheriff working in their command situation, which gave some new perspectives to both the CAP members and the deputies. At the end of the exercise, three of the groups had to give a mock press conference to complete the day.

The last presentation came from Col. Varljen, the Southwest Region Deputy Commander West. He spoke on the Predator Training Missions and CAP’s important role as the flight operations portion of these training missions.

The Arizona Wing members who attended this class were eloquent in expressing how much they had enjoyed it, and all students said they were looking forward to the next opportunity to host the advanced portion of the Search and Rescue Class in the Spring of 2011. 🇺🇸

(Photos: Col. John Eggen)





(Photos: Maj. Victor Santana, CAP)

Louisiana Wing Cadets Shine During Holiday

by Maj. Michael James, CAP, Louisiana Wing

BARKSDALE AFB, La. – On Dec. 10, 2010, cadets from Barksdale Composite Squadron, Louisiana Wing, assisted the U.S. Air Force Global Strike Command holiday party by acting as coat checkers and signing in guests.

Lt. Gen. Frank G. Klotz, Commander, Air Force Global Strike Command, Barksdale Air Force Base, La. hosted the party. Later he visited with the cadets and presented each of them with a commander's coin.

On Dec. 11, 2010, the squadron's cadets and senior members provided community service by preparing food, manning the serving line, and working as crowd control during the Barksdale AFB Youth Program holiday luncheon. Olive Garden restaurant sponsored the event and provided the food that was served to over 400 participants. 🇺🇸





(Photo: 2nd Lt. Lydia Pike)

Louisiana Wing Earns “Excellent” in OPS/EVAL

by Maj. Michael James, CAP, Louisiana Wing


ALEXANDRIA, La. – Over the weekend of Dec. 4-5, 2010, the U.S. Air Force Evaluation Team conducted an assessment of Louisiana Wing’s operational capabilities.

Seventy senior members and eighteen cadets participated in the wing-wide event at the Alexandria International Airport.

Twenty-four air sorties were flown and twenty-six ground sorties were completed. Some of the simulated missions assigned included:

- Fly the “governor,”
- Take SDIS and tornado damage assessment photos,
- Locate a “lost” aircraft,
- Find Emergency Locator Transmitters,
- Find “Santa’s missing sleigh,” and
- Conduct a forced evacuation of mission base.

Aircrews and ADIS received “outstanding” ratings while other areas received “excellent” and “satisfactory” ratings.

Louisiana Wing Emergency Services Director Lt. Col. Mickey Marchand commended the participating members for having made it possible for the wing to receive an overall rating of “Excellent.” 

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Civil Air Patrol Flies Arizona Governor's Military Advisor

by Cindy E. Beck, CAP, Arizona Wing

MESA, Ariz. – On Saturday, Oct. 16, 2010, Civil Air Patrol (CAP) volunteer pilots Capt. Leland Guyer and Capt. Larry Bernosky flew Mr. Victor Daniels, Policy Advisor - Military and Urban Affairs, on an observation flight at the request of Arizona Governor Jan Brewer. The flight afforded him an up-front view of the ground and a first-hand taste of Civil Air Patrol's airborne capabilities. Mr. Daniels, the pilots, and Arizona Wing Command Staff gathered at Falcon Field in Mesa, Ariz. for an orientation briefing in preparation of the flight.

CAP performs vital Air Force missions upon request. This support includes Air Search and Rescue on USAF-directed missions, light transport, communications support, and low-altitude

route surveys. CAP disaster relief missions, such as those conducted in the aftermath of hurricanes and floods, often don't make headlines; but CAP provides both air and ground transportation and an extensive communications network that are essential for the recovery effort. An important CAP asset is its aerial photo platform capability, a job often requested by many disaster relief responder agencies.

Arizona Wing Commander Col. John Eggen had the following to say regarding Arizona Wing's capabilities, "The Civil Air Patrol is a force multiplier asset available to work in support of and with local, county, state and federal government emergency services providers, whenever the need arises. We're continually training our aircrews and ground teams so that they will be prepared to perform assigned missions at a moment's notice."

Captains Guyer and Bernosky started their pre-flight inspection and briefed Mr. Daniels on the flight plan. Arizona Wing cadets provided flight-line marshalling and ground transportation. The weather was clear and perfect for the takeoff, that took place at approximately 10:30 a.m. 🇺🇸





(1st row, L-R) Capt. Robert O. Hickey, Cadet Airmen Juana R. Fox, Shannon M. Welch, Brandon J. Breedlove and Samuel J. Flager IV, and Cadet Airman Basic Paul J. Chavez. (2nd row, L-R) Lt. Col. Jay T. Tourtel, F.O. Daniel C. Andraka, S.M. Guy Welch, Cadet Airman Tomas Gallegos, Cadet Airman Connor J. Welch, and Capt. Charles W. Matthews, Jr. (3rd row, L-R) Cadet Airman Michael R. Saul, Cadet Tech. Sgt. Dayton Bell and Cadet Staff Sgts. Alexander and Alexis Bell. (Photo above: Lt. Col. David C. Davis; all others, Lt. Col. Jay Tourtel)

Field Training Exercise Develops Cadets' Outdoor Skills

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

GOLDEN, N.M. – On Nov. 20, 2010, a total of eleven cadets and six senior members sharpened their outdoor survival skills at a field training exercise hosted by Albuquerque Heights Composite Squadron at Camp Oro Quay in the Sandia Mountains, just outside of Golden, N.M.

Eight cadets from Albuquerque Heights Composite Squadron were joined by three cadets from the High Desert Composite Squadron in Edgewood – Cadet Tech Sgt. Dayton Bell, and Cadet Staff Sgts. Alexander and Alexis Bell – whose parents, Bill and Liesl Bell, own Camp Oro Quay. The Bells were most gracious hosts, as they opened up the camp dining hall for the squadron to eat lunch, and provided cadets and senior members with apples, oranges, homemade chocolate chip cookies, coffee, hot chocolate, and lemonade.

The one-day exercise emphasized training in the following outdoor skills:

- **Fire Starting and Laying.** Led by Senior Member Guy Welch, cadets learned how to start a fire using lighters, matches, and flint and steel, as well as more unconventional methods, such as a flashlight battery and steel wool. Cadets also learned about the various materials they can use to start a fire, including pine cones, bark, moss and even dryer lint and birds' nests. S.M. Welch also showed cadets how to carve a feather stick to start a fire, and demonstrated the various



The Fly-By, Southwest R

types of fire layouts: log cabin, lean-to, and tepee.

- **Knife Sharpening.** Led by Capt. Robert O. Hickey, cadets learned how to sharpen all kinds of knives, from a pocket knife to a chef's knife; the proper use of a sharpening steel, hone, whetstone and strop; proper knife-sharpening procedures, and safety precautions when sharpening knives. The cadets also learned how to properly sharpen and carry an ax, and how to



safely hand an ax to another person. Under Capt. Hickey's supervision, all cadets had a chance to practice sharpening knives.

- **Multiple Uses of Ponchos.** Led by Capt. Charles W. Matthews, Jr., cadets learned how they can use their ponchos, from their everyday use as rain covers, to using them as solar stills to collect water in the desert, and adapting them for shelter as hammocks, lean-tos and one-person tents. He also showed cadets how they can join two ponchos to make a two-person pup tent. (At left, Cadet Airmen Juana Fox and Tomas Gallegos put together a pup tent using their ponchos.)
- **First Aid Carries and Stretcher Use.** Led by Flight Officer Daniel C. Andraka, cadets learned how to carry crash victims, both with and



without stretchers. They also practiced one- and two-person carries, and the proper use of a Stokes basket: how to lift it, walk with it, navigate around obstacles with it, and set it down safely. F.O. Andraka also discussed with cadets the objectives they need to accomplish to earn their Ground Team badge.

The cadets gained valuable experience that will serve them well on future missions. When Capt. Hickey asked them whether they could use these skills on a real mission, the cadets responded unanimously with a loud, "Yes, Sir!" 🇺🇸





Arkansas Wing Rated "Excellent" by Air Force

*by Maj. Blake Sasse,
CAP, Arkansas Wing*

LITTLE ROCK, Ark. – On Oct. 17, 2010, the Arkansas Wing received an overall "Excellent" grade from the Air Force after a two day test of CAP's readiness to respond to search and rescue, disaster relief, and homeland security missions.

The evaluation, which concluded Saturday evening,

involved over 50 members as well as airplanes and ground search teams from across Arkansas. Air Force evaluators presented CAP members with a number of tasks including a search for a missing airplane, requests for aerial photos of areas supposedly damaged by an earthquake, and requests to assist in finding a simulated missing child and a presumed lost youth group.

In order to see how CAP members responded to unusual situations, the evaluators caused a number of problems such as forcing the evacuation of the CAP command post at Little Rock National Airport twice. The CAP communications team received the highest rating available for quickly setting up radio equipment in the parking lot and allowing the incident command staff to continue to direct the field units.

Cadet 1st Lt. Crystal Pitts of the 42nd Composite Squadron earned special praise for her service as the WMIRS data entry specialist.

Very few Wings receive an "Excellent" on the scale used by CAP-USAF which ranges from Unsuccessful to Marginal to Successful to Excellent to Outstanding. Two individual areas (communications and public affairs) received the "Outstanding" rating; five received "Excellent" (Chaplain, Ground Branch Director, Operations Section Chief, Logistics, and Incident Commander). The remaining areas received "Successful" ratings with no area getting either a "Marginal" or an "Unsuccessful."



Lake Havasu Cadet Earns Earhart Award

by 1st Lt. Cindy E. Beck, CAP, Arizona Wing

LAKE HAVASU, Ariz. – On Oct. 25, 2010, Lake Havasu Cadet Captain William T. Craig earned the Amelia Earhart Award.

The Civil Air Patrol's (CAP) Amelia Earhart Award is given to cadets who have completed the first 11 achievements of the cadet program.

Cadets must pass a comprehensive exam covering aerospace topics and leadership theory. In addition, they must complete staff duty reports, mentor other cadets in aerospace training, pass a physical fitness test, and lead character development discussions.

Only three percent of the 26,000 CAP cadets nationwide earn the Amelia Earhart Award. This award entitled Cadet Craig to a promotion to the grade of Cadet Captain.

The award is named in

honor of the early twentieth century pilot who lost her life over the Pacific Ocean while attempting to be the first woman to circumnavigate the globe by airplane.

Cadet Craig is currently serving in the Lake Havasu Composite Squadron in Lake Havasu, Ariz. 🇺🇸

Lt. Col. Brian Ready, wing vice-commander, presents the Earhart Award Certificate





Arizona Wing Joins in Nationwide Observance of CAP Anniversary

by 1st Lt. Cindy Beck, CAP, Arizona Wing

PHOENIX – Arizona Governor Jan Brewer issued a proclamation declaring the first week of December as Civil Air Patrol (CAP) week in Arizona. Wing Commander Col. John Eggen and Legislative Squadron Commander Lt. Col. Wes Waddle presented the proclamation to Arizona Wing members. (Top)



Bethany Cathcart and Cadet Airman First Class Tyler Melton attended the presentation. 🇺🇸

On Nov. 15, 2010, Vice Mayor Georgia Lord of the City of Goodyear read a proclamation at the beginning of the Goodyear City Council meeting declaring Civil Air Patrol Week for the City of Goodyear. Capt. Jerry Kerr, the commander of Goodyear Senior Squadron 313, accepted the proclamation. (Left)

In Sedona (bottom), the Sedona City Council voted unanimously to declare the first week in December as CAP week. Sedona Mayor Rob Adams presented a proclamation to Maj. Luis Camus, commander of the Verde Valley Composite Squadron 205. Sedona CAP members Lt. Col. Mike Sue, Maj. Donna Pratt, 2nd Lt. Dean Cathcart, S.M. David Nafissian, Cadet Chief Master Sgt. Cody Cushenberry, Cadet Master Sgt.



(Photos: Lt. Col. Layne Slapper and Maj. Luis Camus)



CAP Cadet Lt. Col. Barry James, far right, presented the colors at a Louisiana Tech football home game. (Photo: Maj. Michael James)

Louisiana Wing Cadet Serves on AFROTC Honor Guard

by Maj. Michael James, CAP, Louisiana Wing

RUSTON, La. – In pre-game and halftime ceremonies during the Louisiana Tech University 2010 football season, Cadet Lt. Col. Barry James, a member of Civil Air Patrol's Barksdale Composite Squadron presented the colors at home games.

James is a member of the U.S. Air Force Reserve Officer Training Corps (AFROTC) Detachment 305 at Louisiana Tech and a member of the Valkyrie Honor Guard (VHG). The VHG is an AFROTC precision drill team and color guard that participates in a variety of activities, including presenting the Colors at home games, saber details for VIPs, and weddings and drill competitions.

At an early age, James became fascinated with aviation. His first airplane ride took place at an Experimental Aircraft Association (EAA) fly-in. The EAA Chapter 614, Cenla Escadrille, located at Pineville, La. was hosting a fly-in at the small airport near Pollock, La. Later, James went on to become one of many young adults participating in the EAA Young Eagles program.

The EAA Young Eagles program, launched in 1992, gives interested young people ages 8-17 an opportunity to experience flight in a general aviation airplane. These flights are offered free of charge and made possible through the generosity of EAA member volunteers.

Having been a CAP member since 2002, James has many accomplishments to his credit. He has attended seven consecutive Cadet Summer Encampments at Barksdale AFB, serving in two of them as encampment cadet commander, two years as Wing Cadet Commander, and Wing Cadet of the Year for three consecutive years.

In 2007, James attended the Specialized Undergraduate Pilot Training Familiarization Course (SUPTFC) at Columbus AFB, Miss., where he placed in the top four of his class of 30 cadets. In 2008, at the request of SUPTFC personnel, he returned as a cadet staff member. His CAP awards since 2002 include an Air Force Association Citation for Cadet Officer, as well as Wright Brothers, Mitchell, Earhart, and Eaker CAP Cadet milestone awards. He is a member of the Aircraft Owners and Pilots Association.

He received a Louisiana Wing Commander's Commendation Award.

His community service includes working on a mission trip to Bay St. Louis, Miss. to rebuild the area following Hurricane Katrina. He assisted the Pineville Police Department by distributing food and helping in cleanup efforts following Hurricane Gustav. In addition, he has worked in the Food Bank in Alexandria, La. and also in his local church youth group, raising money for missions.

James said, "The highlight of my CAP experience has to be the IACE trip to the United Kingdom in the summer of 2010. It was an awesome adventure I will never forget." After returning from IACE, James wanted to share his IACE experience with other CAP cadets so he created a presentation and traveled to Alexandria, Bossier City, Lafayette, and Lake Charles to speak directly to cadets during their weekly meeting. James emphasized the importance of working hard in the cadet program by wearing the uniform correctly, being involved in community service, earning good grades, recruiting new members, setting (and achieving) goals, attending cadet encampments, and adhering to the Core Values.

James is currently a sophomore at La. Tech majoring in aviation management. His goal is to become an Air Force pilot or aircrew member. This year, on Veterans Day, he soloed in a single-engine aircraft in Ruston, La.

In the summer of 2010, James was named "outstanding cadet training officer" during the ROTC Summer Leadership School held at La. Tech in Ruston. This week-long event included

high school JROTC students from Louisiana and surrounding states.

In the winter quarter of 2009, James was named Outstanding ROTC Cadet of the Quarter, and in the fall quarter of 2010 made the Louisiana Tech President's List, having achieved a 4.0 grade point average for the quarter. 🇺🇸

Cadet Lt. Col. Barry James, in IACE uniform, explains the IACE program to CAP cadets. (Photo: S.M. Dwayne Angelle.)





(Photos: Lt. Col. Richard Beverlin)

A Successful Ground Team Search on the Gulf Coast

by Maj. Mike Turoff, CAP, Texas Wing

HOUSTON – On Oct. 8, 2010, near midnight, Capt. Lorrie Tetlow, a member of the Bexar County Senior Squadron who had accepted the mission as the incident commander, called Maj. Mike Turoff about an emergency position-indicating radio beacon (EPIRB, used to signal maritime distress) or emergency locator transmitter (ELT, used for aircraft distress) going off near Ellington Field (EFD), in Houston's southeast side.

The first coordinates had put the signal north of EFD and an over-flight to pin down its location was needed, but the Hobby Senior Squadron's plane was down for maintenance. Accordingly, Maj. Turoff asked Capt. Tetlow to relay that information to Lt. Col. Don Fisher, the Baytown Senior Squadron commander. The latter accepted the airborne sortie request, and flew it on his squadron's aircraft using a Becker type Direction Finding unit – well past midnight – localizing the EPIRB in a Marina area to the south side of Clear Lake, in Kemah, Texas. This was a considerable distance from the original coordinates.

Early on the following day, Oct. 9, 2010, Maj. Turoff assembled ground team equipment, called Lt. Col. Richard Beverlin and his wife 1st Lt. Laurie Beverlin, and advised them that an active mission would need their help less than half a mile from their residence. They quickly agreed to participate.

The Fly-By, Southwest

At 7:00 a.m., Maj. Turoff drove over to the Beverlins' residence and turned on the direction finding equipment (Little L-Per on 243 Mhz and VHF radio on 121.5 Mhz), immediately recognizing that the beacon signal was extremely strong. The Beverlins joined Maj. Turoff in the latter's vehicle and the team drove to the Marina Del Sol (less than half mile away), arriving at 07:25 a.m. By this time, the signal was so strong that the VHF radio couldn't squelch it out, unless the antenna was removed and it was tuned off-frequency. (Squelching it out was essential for locating the direction from which the signal was emanating.)



Within 5 minutes, the team localized the signal to a specific area of a boat dock. A local resident, noticing the activity, came up to the team and asked what was going on. After a brief explanation, the resident offered that he had seen an EPIRB being placed inside a dock box at the specific area the search had led the ground team to. The resident opened the dock box and the team immediately saw an upright EPIRB, broadcasting on both 243 Mhz and 121.5 Mhz.

The search team deactivated the EPIRB and Maj. Turoff took possession of it, handing a card to the resident as he asked him to notify the Marina's office and a possible owner of these facts.

This was one of the quickest ground team finds in recent history. The ground team thanked the resident (as well as several others who had shown up) and explained to them how and why the EPIRBs and ELTs are used. He added that CAP volunteer services will always be there to help find them, in the event of a real or accidental activation. 🇺🇸





(Photo above: MC2 Jen Blake, The Blue Angels' Public Affairs Supervisor; all others, John Clark)

Texas Wing Cadet Interviews the Blue Angels' Physician

by Cadet Maj. Mary C. Clark, CAP, Texas Wing

FT. WORTH, Texas – On the weekend of Oct. 30-31, 2010, Navy Lt. Johannah Valentine spent some time with Cadet Maj. Mary C. Clark of the Phoenix Composite Squadron during this year's visit to the Alliance Air Show in Fort Worth, Texas, discussing how a Blue Angel Flight Surgeon helps keep the pilots flying and in tip-top shape.

Lt. Valentine, a native of Brooklyn, N.Y., has been with the Blue Angels since 2008, following a deployment in Iraq in support of Operation Iraqi Freedom. She says that being a flight surgeon not only requires providing medical treatment and support to the pilots, but seeing to it that they maintain their excellent physical condition – a requirement for all Blue Angel pilots.

Q: Are there any long-term effects on the pilots for traveling at the speeds they do, over long periods of time?

A: Generally, no. They are trained to do it and have to be in excellent shape to fly the Blue Angel demonstrations. The pilots know that. They've been flying F/A-18 Hornets throughout their careers. We stress going to the gym every single day, working out the legs and abs, and eating a good diet. Also, getting a good night's rest is important. Everyone on the team understands that we couldn't do the demonstration without their ability to do that. The only long-term effects we do sometimes see are neck and back pain as a result of pulling 7 to 8 Gs (1 G is the force of gravity against the body).

Q: Can they work out at all the locations they travel to, across the country?

A: Yes, it is a requirement for us to have access to a gym.

Q: Do they do certain exercises that will help their bodies not black out?

A: You got it! That's a very good question. Essentially, the G-forces pull the blood into their legs and they have to do clenching exercises to prevent the blood from settling into the legs. The abs, rear, and legs must be in excellent condition. Their arms are not as important as the body's lower extremities.



Q: So they practice those exercises and the body actually learns not to black out?

A: It actually does. Your body is pretty smart and develops a response to it. If you fly on a regular basis your body is ready to pull those Gs. They have to work in the jet, absolutely, all the time. Luckily for us, they fly the same plane every day. It's crucial.

Q: Is the amount of sleep they get every night mandated?

A: It is, but we don't keep a tally on how much every one gets. You have to have a good night's rest. Usually it's 7 to 9 hours. There are some days when you are going to get a little less, but if it's less than 5 hours, then it isn't a good idea to fly. The pilots are very good about grounding themselves.

Q: Do they let you know?

A: Yes. We are all together all the time and ensure that we get to bed on time. The whole team is about flying. Every day is about how the pilots can do the best job of flying on the following day. We all keep each other in check and make sure we're getting enough sleep.

Q: If they get a headache, do they still perform? Can they take something for it?

A: A regular headache is not such a big deal; they could take an ibuprofen for something like that. Certainly a migraine is different, and one could not fly a plane. Migraines are something else and a lot more intense. You wouldn't want someone with a migraine flying a Blue Angel's jet. There are a few medications they could take. That is why the flight surgeon is on the team, to help the pilots make those decisions about what medications to take and what they can't take.

Q: Is their eating strict and planned out?

A: No, it's not that regimented. They can eat whatever they want. People know what's good for them and what's not. We're on the road a lot, so we don't have the most flexibility all the time. When you're with a group of people who try to be as healthy as possible, you're more likely to eat a good diet.

Q: You went to Yale. Did you know that you wanted to be a flight surgeon?

A: No. You're very smart that you have joined the Civil Air Patrol. Growing up, I knew nothing about the military. My grandfather was in the Navy, and my dad was drafted in the Army during Vietnam. I didn't really have that much exposure to the military. So I went to Yale as a complete civilian. After graduating from Yale, I knew I wanted to go to medical school but I couldn't pay for it. I knew the military would actually pay for someone to go to medical school. Interestingly enough, the military has a medical school of its own. It's called Uniform Services University of Health Sciences (USUHS). It's Army, Navy, and Air Force, and not only do they pay for

everything, but you are on active duty too. You get an active duty salary, wear your uniform to class, and they teach you the same medicine as all other medical schools. They also teach you military medicine, the special circumstances you'll face as a military physician. I loved it! It was the perfect fit for me. It was almost an accident that I fell into it. There was a free application and I said, "Sure, I'll try it." I loved it! I loved it! I'm so happy where I am!

Q: Does one have to be strong in mathematics and the sciences?

A: For medical school in general, yes, and you need to take chemistry, biology, math, and English. They want to make sure that you know how to write, you can connect with people, and have good bedside manners. All those things are important. They want to see well rounded candidates.

Q: So obviously you were a really, really smart applicant?

A: I think I was lucky. I was given a lot of opportunities. My parents pushed me pretty hard. They didn't care what I chose to do, as long as I did a good job at it.

Q: Are there any extra things you have to do to be a Blue Angels flight surgeon?

A: Yes. With the Blue Angels, one of my biggest jobs is that, during the show, I'm standing at show center and I'm on the headset talking to the pilots, giving them feedback on how the maneuvers look. They actually have a grading card, and I give them grades on every maneuver. They are so picky; they want everything to be perfect. They want me to point out every little discrepancy. Nothing about my medical degree makes me more eligible than the next person to do this, but I think it's just another way to keep me involved on the team.

Q: Does being a female make it more difficult than if you were a male?

A: I think I'm really lucky, the generation that came before me did a great job of paving the way. I don't really think about it at all. It's like having thirteen brothers on a team. They take good care of me. Personally I haven't had any difficulties being a female in the military. I really think it's because of the generation before me – I'm very grateful to them.

Q: Were you a flight surgeon in the Navy?

A: Yes. Part of the Blue Angels is a Marine Corps squadron. The Marine Corps does not have physicians as part of their service; Marines are all warriors. They use Navy physicians. I started in the Army during medical school, then switched to the Navy when I married, as he had gone to the Naval Academy. I liked both services – it's been a good switch. I was stationed with the Marines right after that, and now I'm with the Navy.

Q: How did you get into the Blue Angels?

A: To apply with the Blue Angels as a flight surgeon you need to do one tour with a regular squadron, which I did. It's actually the same written application process for the flight surgeon as it is for the pilots. You meet the team at different show sites and learn what they do. Then a few candidates are invited for a finalist interview. You go to Pensacola Naval Air Station, Fla., to see how the team operates and are given an intense interview.



Q: How did you know you wanted to be the flight surgeon with the Blue Angels, and not keep doing what you had been doing?

A: I loved what I was doing; I always thought that was my dream job. But just like a lot of people, I've always been enamored with the Blue Angels. I love what they do. I love being able to travel the country, meet people, and share the good word of the Navy. I feel like this is an opportunity to give something back. I've gotten so much from going to military medical school and my experience of being a military physician...

Q: Is there a term restriction to being the flight surgeon?

A: Yes, and unfortunately I'm almost done. It's good and bad. It's the right time. There's a reason why we turn over. We all come from the fleet and we all go back to the fleet. It's really important about what we do. I'll be done in a few weeks, and then there will be a new doctor.

Q: What will you do then?

A: I'll go back to San Diego. Probably back to the hospital for more training, but I don't know for sure.

Q: Are you ready for that or do you wish you could prolong your term?

A: To be honest, it's a little of both, but it's definitely time. It's best for my career, it's best for the team to have a new doctor. I will be ready. I'm enjoying every last show that I can. It's such a great job, I love it, and I'm really excited for the next physician to have this experience.

Thank you so much, Lt. Valentine. I appreciate your taking the time. It was a pleasure to meet you and I wish you much success in all your future endeavors.

The Phoenix Composite Squadron has supported the Alliance Air Show for many years. Squadron member Cadet Master Sergeant Mark Yanaros noted that the opportunity to talk with the physician assigned to the Blue Angels team was tremendous. "Civil Air Patrol has opened doors that never would have been available to me as a regular high school student," he said. "CAP's available activities and training are invaluable."

Another squadron member, Cadet 2nd Lt. Matthew Bruce, noted that CAP is an organization that many young men and women should join. His goal is to spread the word. "Recruiting new members is among the top priorities of a Civil Air Patrol cadet," he remarked. 🇺🇸





Cadet Airman Juana Fox with the model rocket she constructed – the first step toward her eventual goal of being the first cadet of her generation to fly to the International Space Station. (Photo: 2nd Lt. Nicki L. Voights)

How Can We Get There?

by Cadet Airman Juana R. Fox, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On Oct. 29, 2010, my family and I went to the Remote Control (RC) Airplane show at Albuquerque Heights “Spirit” Composite Squadron headquarters. I had been at RC aircraft shows before, but I had never been close enough to touch the airplanes. This RC show was fun, because we got to hold and touch the airplanes, and practice flying airplanes on the computer flight simulator. Using the simulator was hard, and I kept crashing the airplane. While we were at the RC show, our squadron commander, Lt. Col. Beverly A. Vito, told me about the Wing Aerospace Poster contest and asked me to make a poster.

The poster rules were simple: make a poster from something that is happening right now in the news. My dad tries to see the International Space Station (ISS) every time it flies over our house.

In our family, the ISS is today's news all the time. The Spaceport America was in the news a little while ago, because its runway just opened, and it is supposed to be a place where people like me can get a chance to fly into space – kind of on vacation. So I made a poster titled, "Cadet Challenge 2025."

The cadet challenge is a race for the future to see which one of today's Civil Air Patrol cadets will be first to go to the ISS on a rocket. I picked the year 2025 to give cadets fifteen years to win the challenge. If a cadet cannot get to the ISS by 2025, then maybe a cadet can fly into space from a rocket at Spaceport America. My question is: How do we get there? How do we meet the challenge by 2025?

We are almost there. U.S. Air Force Col. Eric Boe is the current pilot of the space shuttle Discovery's flight to the International Space Station. That is important, because he was a Civil Air Patrol cadet. Right now, Col. Boe is a senior member in CAP, so he doesn't count. The challenge is for someone who is a cadet right now, not a senior member, to get to go to the ISS. But I am excited that somebody from CAP is the pilot of Discovery, because that is a very important job. Col. Boe is our role model, because he shows us how much we can learn by being in CAP, and what we can do if we pay attention and work hard. But how do we meet our challenge?

I made a rocket for our squadron's rocket contest last summer. I did not know anything about rockets. And guess what? I won first place. I was so surprised. I didn't even think my rocket would fly, but it flew 450 feet up into the sky – twice! And it didn't even fall apart after it crashed straight into the ground the second time.

Another cadet from my squadron and I entered the Wing Aerospace Poster contest last November. He won first place and I came in second. I didn't even know there would be a prize for him or me. I thought that if one of us won first place, the squadron would win a prize. But, we each won an RC aircraft. I had never done anything like these two contests before. They were hard, but they were worth it.

By just entering the contests, I am a little closer to flying out of Spaceport America, and I'll have one less thing to finish before going to the ISS. I know I can do it, and I want it. It will be very hard, but I will just do it. I will meet the challenge. Fifteen years might not be enough time, but I will try.

I hope others will try to meet the challenge too, and we'll get to fly together on that day. 🇺🇸

Cadet Airman Juana Fox
holds her prize-winning
challenge poster.

*(Photo: Lt. Col. Jay T.
Tourtel)*



My Page

Does Time Matter?

DRIPPING SPRINGS, Texas – Self-awareness requires a person to be able to distinguish between his or her own self and everyone else. Since animals can do this, it isn't all that big a deal. Time awareness requires the individual to place that self-awareness within the context of time. Animals do this also, as they know when to come back for feeding and follow the normal routine of the household's day. We can do this too, though perhaps not as well as animals.

There is an even greater awareness that we believe to be uniquely human, and that is the ability to distinguish between birth and death, including our own existence and mortality. This ability sets humans apart from all animals, as we progress beyond it and look over the horizon with an eye towards transcending our own existence. We know of no animal capable of doing this – or at least we cannot tell whether any of them does.

As humanity progressed from a hunter-gatherer culture to the creation of farming communities, it became necessary to measure the solar year, as it governed planting, germination and reaping. Most European cultures hit upon the number 365, and this proved to be close but not exact.

With the invention of glass around 3500 BC, it became possible to do many things, but it wasn't immediately obvious that this material could help measure time. It is theorized that the first sand hourglass was made in the 8th Century, but it wasn't until 1338 that it appears to have become commonplace, as on this year Lorenzetti depicted one in his painting *Temperance*. As you would expect, these early timepieces did attempt to measure one hour. For the rest of the day, for centuries, they had used sun dials.

At this time, Europeans were still using the Julian calendar, created in 46 BC, when the Romans found that the year was longer than 365 days and opted for using 365.25 instead. This, too, proved inexact, so in 1580 Pope Gregory XIII had a new calendar devised in order to correct a creeping error of 10.8 minutes a year that, in the course of 16 centuries, had shifted the year by 10 days, so that the spring equinox by then fell on March 11 and kept getting earlier as the years passed.

At its adoption in 1582, the Gregorian calendar (which we still use) dropped the days of Oct. 5 through Oct. 14 inclusive, so as to bring the count back in agreement with the solar year. In most European countries, these days have simply never existed, as the Gregorian calendar leapt from Oct. 4, 1583 to Oct. 15, 1583.

In the years immediately following Oct. 12, 1492, Europeans found what they considered to be savage people and proceeded to "civilize them," as well as convert them to Christianity. In the process, much of the native culture was destroyed, and many stone inscriptions were defaced when not



obliterated. It wasn't until modern times that scientists marveled at some of their findings in the New World. One of them was the Maya calendar – and its off-shoot, the Aztec calendar.

The Mayas had derived their calendar from other Central American calendars predating it, and it was the result of having refined the time count to a point far surpassing European calculations

of the time. Starting on our modern date of Aug. 11, 3114 BC, it had a 365-day year that included a set of interlocking cycles spanning 52 years before it would repeat itself. The tiny irregularities they observed at the end of the 52-year cycle were calculated to require a day's adjustment every 7,885 years, and the Mayas further calculated the distant adjustments needed to obtain an exact calendar that reached 63 million years into the future.

Even Adolf Hitler only thought of a "1,000 year Reich."

Modern scientists still don't know how the Mayas could achieve such exact calculations, especially considering that the area's climate was not conducive to consistent solar and lunar observation, which the Mayas had used in devising their algorithms.

Apart from the mathematical challenge involved in creating such an exact calendar, one cannot but wonder what kind of people would find it necessary (or at least useful) to create a calendar reaching 63 million years into the future.


Did the Mayas truly believe that their civilization would last for such a long time? Did they have a plan for their civilization that required them to think this far in advance? Today, most countries think of long-range planning in terms of decades, perhaps centuries, rarely millennia. But does anyone today think about millions of years yet to come?

Did Christopher Columbus realize how the world would be changed by his having reached what he thought to be "the Indies," when in fact the new lands were an entirely new continent?

Did the Wright Brothers have a clear idea of what would happen after Orville had flown that milestone 120 feet across the sands of Kitty Hawk, 10 feet up in the air?

Did Harry Truman realize the full implications of dropping that first atomic bomb on Hiroshima?

Do we realize what will happen to the planet if the current global warming trend continues?

And we still don't know what Stonehenge was really all about. Some think it is an amazingly exact calendar. If so, how did the ancient Druids know what we took so long to figure out...? 



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